



ALEXANDRIA.

FRIDAY EVENING, JULY 13.

It is now apparent to every one that no tariff bill will become a law at this session of Congress. All people well informed of the composition of the present Congress have known this from the time of its organization. And yet the whole session has been fooled away in the consideration of a tariff bill, to the total exclusion of many other important subjects, though, it must be conceded, none of them so important as the one referred to. Both parties are to blame for this, but not in an equal degree. The democrats, having a working majority in the House, have exercised the power of that majority, and passed their bill early in the session, and left its subsequent fate in the hands of the republican Senate. Not doing that, and knowing that the bill could not become a law at this session, they should have stopped the debate after a reasonable time and have allowed the defeat of the bill to rest where it belongs—upon the republicans—and gone on with the other business of the country. Their bill, though not perfect, is in the right direction, and has for its object the welfare of the people at large and the curtailment of the special favors granted to a few rich protected monopolists. The republicans have not only opposed the bill at every step, but have done so by such tedious processes, and by such intentional delays, as to consume almost the entire term of the session in their attempts not only to defeat the bill, but to prevent the democrats from attaining their object—a recorded vote on it, in order that the people of the country might have an opportunity of seeing how the two parties stand on a question so important to their individual as well as general interests. Knowing that the bill could not pass both houses of Congress, all that the democrats of the House have been working for is an eye and a vote, and that vote, but for the opposition of the republicans, whose object has been to make party capital for the approaching campaign, could have been reached three months ago as well as now. Both parties have been working for party success, but the success of the democrats would have redounded to the welfare of the country.

THE U. S. SENATE was once supposed to contain the concentrated political wisdom and the statesmanship of the entire country. Such an idea has long since been dissipated, but even now many unsophisticated people believe that the higher branch of Congress is composed of men who are at least above the average of ward politicians. Such people were never more mistaken. The Senate has fallen from its once high estate, and even its leading members are now actuated by motives no more exalted than those which operate upon the smallest party worker in their respective States, and would sacrifice the country's dearest interest to gain a party success. There is hardly a measure that is brought before the Senate, no matter how national and unsectional its character may be, and how disconnected with mere party policies, that few or many of the republican Senators, the leading ones too, do not make it the occasion for logging in sectional and party questions, and war animosities, for no other purpose than to gain a few votes that cannot be bought with money in the North at the next election. They may succeed, but they, as well as all other people, know that such success must be at the expense of the whole country, for their action can only tend to keep the South solid; and a divided country cannot, in the nature of things, be as prosperous as one that is united.

AS STATED in yesterday's GAZETTE, the Virginia Midland section of the Richmond and Danville Railroad system broke its record the night before, and killed some passengers. It had injured passengers, and killed its own employees, before, but in all its long life, never, before the fatal accident of Wednesday night, had it killed a passenger. Considering the length of the road, the number of its trains, and its large passenger business, it has been remarkable in respect of the matter referred to, in which it affords a favorable contrast to most all the other railroads in the country—even those shorter, and conveying fewer passengers than it does. It seems that accidents are a necessary incident to railroads, but, so far, at least, as the death of passengers is concerned, the record proves that the Virginia Midland has reduced that incident to the minimum.

NEWS OF THE DAY.

Vincent Colyer, artist and author, died in New York yesterday, aged 63.

Mayor Hewitt, of New York, has declined the proffered honor of a nomination for President by the American party.

The motion of the Duchess of Marlborough for \$100,000 allowance from her first husband's property has been granted in New York.

It required one hundred and sixty-two ballots to nominate J. T. Morehead for Congress by the democrats of the fifth North Carolina district.

John Zachar, of Caledonia, Wis., finished a fast of 53 days on Wednesday. His weight has been reduced from 180 to 90 pounds. The fast was the result of a quarrel with his father.

Luck and Love, and tales of marriage and divorce, by Thomas Edgar Wilson, author of "Hearts are Trumps," has been received from the publisher, J. S. Ogilvie, New York and Chicago.

The Late Accident.

All of the particulars of the terrible accident on the Va. Midland road, near Orange, early yesterday morning that could be obtained were published in the GAZETTE in the evening. The following additional information has been gathered. When the trestle gave way and the train went down all the lights were extinguished in the fall. The scene that followed was one of indescribable horror. The shrieks and moans of the injured, the shouts of the wildly excited passengers and the hissing of the steam were terrible to hear. The baggage car was completely wrecked, mashed into kindling wood. Every car of the train except the last sleeper fell into the chasm. The trestle seemed to have broken under the engine, and the next to last sleeper hangs at an angle of forty-five degrees, one end on the trestle and the other on the ground. From this car a lady and a gentleman, its only passengers, escaped by climbing the seats. The other cars and one end of the postal car are crushed to fragments. The end of the car next to the engine is almost broken, and the engine rests on piled and broken timbers, almost as straight in position as if it were on the track. A little stream runs under the trestle, and the recent rains had swollen it to far beyond its wonted proportions. As soon as self-possession returned to the startled survivors they went at once to work to rescue the injured and recover the bodies of the dead. The train was piled in such an inextricable mass of debris that it was difficult to discover the outlines of human forms.

Mr. C. A. Nicholson, of Baltimore, was in the last sleeper, but, with the exception of slight cuts, escaped injury. He gives an account of his experience, as follows: "The situation was fearful. All the lamp lights in the cars were extinguished by the fall. I had to work for an hour to get out of the car, and when I did so I found myself at the top of a pile of beams and broken wood-work. When I reached the ground I could see nothing, and the darkness and the groans of the wounded added to the horror of the situation. Finally a fire was built near the wreck, and the work of rescuing the unfortunate victims who were alive and of recovering the bodies of the dead began." Mr. Nicholson thought that the accident was due to parts of the woodwork of the trestle being rotten.

Mr. Henry W. Latane, who was at Orange Court House, gives the following account: "I was aroused Thursday morning before daybreak by messengers who were sent for help. Mr. George S. Shackelford and I went immediately to the place of the accident, about a mile and a half from his house, to render such assistance as we could. When we got there the dawning day disclosed a scene of indescribable horror. The dead and the injured, to the number of about 25, were lying on either side of the wreck. The cut, bruised, bloody faces of the dead presented a ghastly spectacle, and the living exhibited every expression of suffering. Others of the wounded, with bruises and undressed and bleeding wounds, were doing all that they could to relieve their more unfortunate fellow-passengers. There was one woman in the forty who worked nobly. She was frail and delicate in appearance but had escaped unhurt from one of the wrecked cars. She continued her exertions unceasingly until the last injured man was placed upon the relief train sent from Charlottesville. Her conduct was in striking contrast to that of some of the ladies from the Pullman cars, who displayed great anxiety for the rescue of their trunks. A woman in one of the wrecked cars had two bam chickens in a basket. She was killed and the chickens were set free. Shortly after we reached the wreck one of them appeared upon the top of it and crowed loudly and often. When the sun rose the people from the country around cut bushes and branches from the trees, and made arbors over the wounded. Upon the arrival of the relief train about 7 o'clock, comfortable stretchers were quickly constructed of the doors of the wrecked cars and mattresses from the sleepers, and upon them the injured were carried up the hill to the relief train, and then to Charlottesville. The accident was due to the giving way of one hundred feet or more of the middle of a long and high wooden trestle."

Laborers have been at work recently filling up the ravine, with a view of doing away entirely with the bridge, which it is said was not considered altogether safe. For an ordinary train, however, the bridge seemed of ample strength, and yesterday morning at 2 o'clock a heavily-loaded freight train passed over it in safety, and lay off at a siding one mile below to await the coming of the express.

A coroner's jury met at Orange Court House yesterday afternoon, and after viewing the wreck and the dead and hearing witnesses, concluded that the accident and the resulting deaths were due to the rottenness of the timbers.

With the exception of the two sleepers and the engine the wreck, after the dead are all taken out, will probably be burned, as it is not worth removing, except the iron work. The loss in property and damages will be nearly \$200,000. The train was moving slowly, having just stopped to pick up a flagman who had been dropped by a freight train a short distance in advance. So the accident was not due to fast running or any fault of the train crew.

Engineer Watkins is regarded as one of the best and most careful engineers on the road. This train is always well loaded, because of the through connection it makes between Boston and New Orleans. On an average it carries between 150 and 200 passengers.

The officers of the road say there is no doubt that the trestle was broken by the derailing of the passenger car, but what caused the car to leave the track could not be explained. It might have been a broken or the breaking of a wheel or axle.

Engineer Watkins and Fireman Kelly arrived here last night at 8 o'clock. Neither was seriously injured. On the same train were the bodies of Mr. Cox, of this city, and the newsboy, James Smith, of Washington. The latter was sent on to Washington.

The bodies of J. N. Torrence and W. H. Whittington, which were brought here yesterday and prepared for burial by Mr. DeLamaze, were sent to their homes in South Carolina and North Carolina, respectively, last night.

Baggage-master Goodwin and Brakeman O'Neill were good to their homes yesterday, are doing fairly well. Mr. Goodwin was hurt about the head and face and in the small of the back. Mr. O'Neill was hurt about the abdomen and right thigh and hip. Dr. Powell thinks neither man is fatally injured.

Col. Andrews, Engineer Cabell and Train Master Peyton, of this city, are still at the scene of the accident superintending the clearing of the wreck and the rebuilding of the trestle.

The following is the list of killed and wounded so far as learned: W. H. Whittington, mail clerk, Greensboro, S. C.; Cornelius Cox, civil engineer, Alexandria; H. C. Brightwell, prospect, Va.; J. N. Torrence, South Carolina; James Smith, of Washington, a newsboy; Miss Alice Burns, Highlands, S. C.; Chas. Francis, of Baltimore; and—Cortez, of Louisiana, was killed; Wounded.—W. N. Parrott, postal clerk,

Albemarle County, Virginia, leg broken; J. O. West and J. L. Walbail, postal clerks, Washington, seriously injured; Louis Jenkins, postal clerk, Lynchburg, hurt about the face; J. H. Potterfield, express agent, seriously injured; Z. N. Jennings, Lynchburg, internal injuries; C. P. Taylor, conductor, hurt about the head and legs; James Goodwin, baggage-master, Alexandria, seriously injured; James O'Neill, flagman, seriously injured; G. L. Kelly, fireman, badly scalded; John Watkins, engineer, slightly scalded; B. F. Sprinkle, North Carolina, hand hurt; E. T. Jones, Chatham, Va., internal injuries; Henry Conway, Philadelphia, slightly bruised; Mrs. Stockard, Graham, N. C., slightly injured; H. J. Stockard, Graham, N. C., slightly injured; D. M. Gretlish, Augusta, Ga., face bruised; Prof. E. L. Barber, Washington and Lee University, slightly bruised; W. G. Abell, Atlanta, slightly hurt; L. P. Sherer, Hagerstown, Md., bruised.

In addition to these several others were injured, some seriously, whose names have not yet been ascertained. Mr. W. F. Hunter, of Baltimore, whose home is near Glasgow, Scotland, and who was yesterday reported killed, is only slightly wounded.

The remains of Mr. Cornelius Cox reached here at 8 o'clock last night and were at once taken to the establishment of Mr. B. Wheatley. They were subsequently removed to his mother's residence on north Columbus street, where the funeral services will be held to-morrow evening. Mr. Cox was seated in the smoking car at the time of the accident and, it is supposed, was instantly killed, the blow that caused death having been received at the base of the skull, the wound extending over the top of the head.

[Special dispatch to the Alexandria Gazette.] CHARLOTTEVILLE, Va., July 13.—As near as we can ascertain there are, up to this time, 11 dead from the accident. Henry C. Brightwell, mail agent, died this morning. His wife arrived from Prince Edward county just after his death. The other wounded are getting along well. The coroner's jury sat on the bodies of the dead at Orange yesterday, and their verdict fixes the responsibility for the accident on the railroad company. It is impossible to ascertain how many were wounded, as some with slight injuries went on to their destination.

[The road officials here say only eight persons, whose names are given above, were killed.] Another dispatch received here this evening from Charlottesville states that Capt. C. P. Taylor's condition is critical.

Gen. Boulanger.

Gen. Boulanger, in his speech in the French Chamber of Deputies yesterday proposing the dissolution of that body, said that such a course was imperative, and that elections ought to be held before the celebration of the centenary of the revolution of 1789. The country demanded the institution of new safeguards to secure the republic from the attacks of its adversaries, against which it was powerless. The Chamber of Deputies was falling into ruin and decay and the country was trembling with emotion at always having presented to it as an enemy a citizen who only desired the welfare of the republic. The monarchists were watching the republic—expectant of its death agony. The country felt that its safety demanded a revision of the constitution. He did not doubt that the patriotism of the Deputies was on a level with their sense of duty. He would do his duty by demanding the passage of a resolution that the Chamber, being convinced of the necessity for fresh elections, ask President Carnot for a dissolution.

Premier Floquet reproached General Boulanger for relying for support upon the right. [Applause from the left.] He said it was not for a man like Gen. Boulanger, who was always absent from the Chamber, to judge of its legislative labors or criticize hard-working members. What had Gen. Boulanger done?

Gen. Boulanger—"I made an appeal to the country."

M. Floquet—"The country answered you in the Charente election."

M. Spain (Bonapartist, Deputy): "The country unanimously pronounced through me for revision."

M. Floquet: "We have never recognized you as one of us. You are a liguier in sacristies, in the ante-chambers of princes. We will celebrate the centenary by again proclaiming the supremacy of the civil power. We represent universal suffrage. We have rendered more service to the republic than you can do harm. You demand dissolution. It is in your party that it exists. Your photographs come from Germany, where your interests lie. [Cheers from the left and uproar among members of the right.]

Gen. Boulanger—"M. Floquet's speech is only the utterance of a badly educated school-teacher. He in no way alludes to the general policy of revision. He merely makes personal attacks. I tell him now as I told him amid the noise that he impudently lies."

After a scene of excitement the President of the Chamber said that before applying censure he would allow Gen. Boulanger to speak.

Gen. Boulanger asked if censure was to be applied to M. Floquet or to himself.

The President—"It was you that first attacked the Chamber. The last words you uttered make it necessary to apply a severe rule."

Gen. Boulanger protested against a regime which did not respect the liberty of the tribune. He said that in view of the President's decision he would resign his seat. The General thereupon left the Chamber, followed by his partisans.

The members of the left still claimed that censure should be applied to General Boulanger.

The President remarked that Boulanger, by leaving the Chamber, did himself justice. M. de Lamarzelle, a member of the right, reproached the President for showing partiality toward M. Floquet. This led to a renewal of the uproar. When order had been restored a vote of censure on General Boulanger was adopted. The Chamber then adjourned until Monday.

DOWAGER EMPRESS VICTORIA.—The London Pall Mall Gazette publishes some sensational correspondence from Berlin, under date of July 10, which is in effect as follows: "The Friedrichsberg palace at Potsdam, where the Dowager Empress Victoria is living, is in all but name a prison, and the Empress is virtually under arrest. In any case she is receiving scant consideration from the men now in power. It is presumed that the object is to bring influences to bear upon her Majesty which will induce her to surrender her husband's papers."

The St. James Gazette says: "It is semi-officially stated that the report published in the Pall Mall Gazette to the effect that the Dowager Empress Victoria is virtually under arrest at Potsdam is an abominable fiction. The editor of the Pall Mall Gazette, although aware of the monstrous nature of the story, nevertheless publishes it. That paper's correspondent at Berlin is probably as much a fiction as the story, which is the falsest and most malicious ever invented."

Lynchburg has contracted for a pump for the city water works at \$21,200.



ASSOCIATED PRESS DISPATCHES.

Proceedings of Congress.

WASHINGTON, D. C., July 13.

SENATE.

The Senate, after the morning hour, went into open executive session, and Mr. George resumed and finished the speech begun by him yesterday in favor of ratification of the fisheries treaty.

HOUSE.

Mr. Blount, of Georgia, submitted the conference report on the postoffice appropriation bill. An agreement has been arrived at on all the amendments except that known as the "subsidy amendment." Debate followed.

Boulanger and Floquet Fight a Duel.

PARIS, July 13.—As was expected the insolent offered by Gen. Boulanger to Prime Minister Floquet in the Chamber of Deputies last evening resulted in a duel. The two gentlemen, attended by their seconds, met in the vicinity of Paris at ten o'clock this morning. Swords were used and both combatants were wounded. The duel occurred on Count Dillon's estate at Neuilly-sur-Seine, a short distance from the city. Gen. Boulanger was wounded in the arm and neck. His wounds are not dangerous. M. Floquet's hand was scratched by Gen. Boulanger's sword. Further than this he was not touched. M. Floquet's colleagues in the ministry were waiting at his house for news of the duel and were overjoyed to see the Prime Minister return safe. He was given an ovation. A small crowd of General Boulanger's followers were in front of his house when he reached home.

PARIS, July 13, noon.—Later details of the duel are to the following effect: At the second encounter Gen. Boulanger was slightly wounded in the leg and M. Floquet received a cut on the right hand. After resting the men renewed the fighting for the third time. General Boulanger made a lunge at M. Floquet's left breast, but slightly touched the mark. Gen. Boulanger then received a wound in the throat which put an end to the encounter. The wound is a severe one but on account of hemorrhage the doctors are unable to decide whether it is likely to prove serious.

PARIS, July 13, 1 p. m.—The duel was fiercely fought. Gen. Boulanger tried hard to kill M. Floquet and threw himself upon him again and again. When M. Floquet received the wound in the hand and it began to bleed, the seconds decided that the fight be discontinued, but both combatants refused to stop. It is now believed that the wound in Gen. Boulanger's throat is a serious one. M. Floquet received scratches on his hand, chest and foot.

PARIS, July 13.—The seconds have made a formal report in which they state that Gen. Boulanger received a serious wound in the neck.

PARIS, July 13.—Dr. Monod, who is attending General Boulanger, has issued a bulletin regarding his condition. It says there is a deep wound in the right side of the General's neck, and that it causes marked difficulty in his respiration. At present the doctor is unable to give an opinion as to what turn the case may take.

Ordered to Leave Germany.

BERLIN, July 13.—The German police have ordered Queen Natalie, of Serbia, to leave Germany within 24 hours. They have also ordered that before her departure she must surrender her boy, Prince Alexander, in order that he may be taken back to Belgrade.

Resignation Accepted.

WASHINGTON, July 13.—The President has accepted the resignation of Hon. George V. N. Lothrop, U. S. Minister to Russia, to take effect August 1st. Mr. Lothrop is not in good health.

Hanged.

COLUMBUS, O., July 13.—Ebenzer Stannard, the Youngstown murderer, who, in a fit of jealousy, killed his sweetheart, Alice Hancock, early in 1885, was hanged this morning.

THE COMMITTEE.—The members of the campaign committee appointed by Chairman Barnum, of the National Democratic Committee, to assist him in securing the success of the democratic party in the approaching election, are Senators Gorman, of Maryland; Ransom, of North Carolina, and Barbour, of Virginia, and the Representative is Mr. Scott, of Pennsylvania. The business men are Calvin L. Brice, of Ohio; Hermann Oelrichs, of New York; Arthur Sewall, of Maine; Erskine M. Phelps, of Illinois, and Miles Ross, of New Jersey.

Tribute of Respect.

At a meeting of the Bachelors' Club of Alexandria, Va., called last night to take action upon the death of Mr. CORNELIUS COX, the following resolutions were unanimously adopted: Whereas God, in His wisdom, has seen fit to remove from our midst our late associate and companion, Cornelius Cox, therefore be it Resolved, That it is with deep regret that we record the sad and untimely death of one whose character and life have been without reproach, and who many virtues, genial and sociable disposition accorded to him the love and friendship of all who knew him.

Resolved, That the club members be appropriately draped and that the members of this club attend his funeral in a body.

DIED.

On Thursday morning, July 12th, 1893, CORNELIUS COX, of Caroline and the late Cornelius Cox, Federal from his late residence, 426 north Columbus street, to-morrow (Saturday) evening, at 5 o'clock. Friends of the family are invited to attend.

I have been afflicted with catarrh for twenty years. It became chronic and there was a constant dropping of mucous matter. It extended to my throat, causing hoarseness and great difficulty in speaking; and, for years I was not able to speak more than thirty minutes, and often this with great difficulty. I also, to a great extent, lost the sense of hearing in the left ear, and of taste. By the use of Ely's Cream Balm all droppings of mucous have ceased and my voice and hearing have greatly improved.—(Jas. W. Davidson, Attorney at Law, Monmouth, Ill.)

ALLEGYMAN going West desires to sell cheap a fine RIDING and DRIVING MARE, well-bred, young and handsome; especially suited for a lady or doctor. Apply at once to Hon. E. E. MEREDITH, Brentsville, Va. jyl3w

From Washington.

[Special Correspondence of the Alex. GAZETTE.]

WASHINGTON, D. C., July 13, 1888.

Mr. Lewis McKenzie, of Alexandria, in a note to the GAZETTE of the 6th inst., said: "Your Washington correspondent, in his letter of yesterday, stated that I recently had an interview with Gen. Wickham in Washington." The correspondent never said any such thing. What he did say was as follows: "It is reported that Mr. McKenzie called upon General Mahone a day or two ago." And so it was. And it was reported to the correspondent by one of Mr. McKenzie's personal and political friends, who is also a personal and political friend of General Mahone, who said he had talked with Mr. McKenzie upon the subject, and that that gentleman was going to call on the General that day, which was two days before the report was published. It is reported to-day by a gentleman who says Mr. McKenzie told him so Wednesday, that Mr. McKenzie, who is the kickers' Presidential elector in the 8th Virginia district, says he is willing to resign that position and let the Mahone elector take his place, if thereby he can aid in restoring the unity of the republican party in his State.

The House to-day after the morning hour took up the disagreeing report of the conference committee on the postoffice appropriation bill, the disagreement being on the Senate amendment appropriating \$800,000 for subsidizing certain steamship lines. The debate on this will probably consume most of the day. The amendment will not be concurred in, but some democrats will vote for it, or at least for a smaller sum than that mentioned. The Senate after its morning hour took up the Canadian fisheries treaty. Mr. George of Mississippi, speaking in favor of the ratification thereof.

Senator Butler in talking to the GAZETTE's correspondent this morning about the debate in the Senate yesterday, said it had not been cut short by the order of business, but was just mad enough to have spoken of Mr. Blair who had, without reason, called him a traitor, as no man was ever spoken of on the floor of the Senate. In this connection it may be remarked that in one of the pension cases which gave occasion to the debate referred to, the would-be beneficiary applied to a firm of pension agents for their signatures to a certificate of character. One of the firm signed it, saying to a friend with whom he was talking at the time, "I signed a big lie," the other member also signed it, but as requested, without stating his vocation, his name being identical with that of a most distinguished gentleman and that by means of these and other signatures obtained in the same way, a priest who had refused to sign it before, was induced to believe that he had been mistaken in his opinion of the applicant and appended his signature to it also.

The House Commerce Committee held a meeting to-day, and among other things resolved to report favorably the bill, which has passed the Senate, for changing the limits of the 4th customs district in Virginia. The committee also agreed to hear Mr. J. R. Tucker, of Virginia, on a bill to amend the inter-State commerce bill. The Senate Patent Committee to-day agreed to report favorably upon a bill to extend the Bonsec cigarette patent of Lynchburg, Va.

Mr. Randall is better to-day, and should he suffer no longer will probably be able to resume his seat in the House on Monday next.

MONETARY AND COMMERCIAL.

Business continues languid. The receipts of grain, especially wheat, are very limited, while prices are higher than at this time last year, and the prospect is encouraging for a large yield. Money markets are quiet, though throughout the country there is great complaint of a scarcity. U. S. bonds are steady but quiet. Virginia securities are very quiet and the offerings limited. Railroad securities are dull.

New York, July 13.—All weakness seemed to have disappeared from the stock market at the opening this morning, and first prices were from 1/2 to 3/4 per cent. above last night's closing figures. There was no hesitation in the early trading, but the market advanced immediately and gained fractional amounts. Toward the end of the hour business became much more active. There was no further feature, however, and at 11 o'clock the market was active and strong at the best prices reached. Money easy at 1 1/2%.

BALTIMORE, July 13.—Virginia consols rated —; past-due coupons, old 63; d. 10-40s 31 1/2; do new 3 63 1/2 bid to-day.

WHOLESALE PRICES OF PRODUCE JULY 13

Flour, fine.....	\$2 75	3 25
Superfine.....	3 15	3 35
Extra.....	3 50	4 00
Family.....	4 00	4 50
Panic brand.....	5 00	5 50
Wheat, Longberry.....	0 78	0 88
Fultz.....	0 78	0 86
Mixed.....	0 78	0 87
Fair Wheat.....	0 73	0 78
Damp and tough.....	0 70	0 75
Corn, white.....	0 62	0 65
Yellow.....	0 62	0 63
Corn Meal.....	0 62	0 63
Rye.....	0 55	0 60
Oats.....	0 40	0 43
Butter, Virginia prime.....	0 13	0 16
Common to middling.....	0 10	0 12
Eggs.....	0 15	0 16
Live Chickens (hens).....	0 7	0 8
Spring chickens.....	0 15	0 16
Veal Calves.....	0 3	0 4
Irish Potatoes per bushel.....	0 75	0 85
Onions.....	0 90	1 00
Dried Peaches, peeled.....	0 15	0 18
" " unpeeled.....	0 7	0 10
Cherries.....	0 10	0 12
Dried Apples.....	0 3	0 4
Apples—Harris, country.....	0 13	0 13 1/2
Best sugar cured Ham.....	0 13	0 13 1/2
Butchers' Ham.....	0 13	0 13 1/2
Breakfast Bacon.....	0 10 1/2	0 10 1/2
Sugar-cured Shoulders.....	0 8 1/2	0 9
Bulk shoulders.....	0 7	0 7 1/2
" l. c. sides.....	0 8 1/2	0 9
" fat backs.....	0 7 1/2	0 8 1/2
" bellies.....	0 8	0 8 1/2
Bacon Shoulders.....	0 8	0 9
" Sides.....	0 9	0 9 1/2
Lard.....	0 8 1/2	0 9 1/2
Smoked Beef.....	0 13	0 13 1/2
Sugars—Brown.....	0 6 1/2	0 6 1/2
Off A.....	0 7 1/2	0 7 1/2
Conf. Standard A.....	0 7 1/2	0 7 1/2
Granulated.....	0 7 1/2	0 7 1/2
Coffee—Rio.....	0 14	0 17
La Guayra.....	0 16	0 18
Java.....	0 22	0 24
Molasses B. S.....	0 15	0 18
" C. B.....	0 17	0 22
New Orleans.....	0 22	0 30
Porto Rico.....	0 30	0 38
Sugar Syrup.....	0 30	0 38
Herring, Eastern, per bbl.....	3 50	5 25
Potomac No. 1.....	4 00	4 50
Pot. Family No. 1 bbl.....	7 00	8 00
Do. 1/2 barrel.....	4 00	4 25
Mackerel, small, per bbl.....	0 00	0 00
" No. 3, medium.....	16 00	16 00
" No. 3, large fat.....	16 00	17 00
" No. 2.....	00 00	00 00
Clover Seed.....	4 00	4 75
Timothy.....	2 65	2 75
Old Process Linseed Oil.....	31 00	32 00
Plaster, ground, per ton.....	4 75	5 00
Ground in bags.....	5 75	6 00
Lump.....	3 50	3 75
Salt—G. A. (Liverpool).....	0 25	0 30
" Fine.....	0 20	0 30
Turkey Island.....	1 15	1 20
Wool—Long unwashed.....	0 23	0 24
Washed.....	0 30	0 34
Merino, unwashed.....	0 20	0 22
Do. Washed.....	0 30	0 34
Sumac.....	0 70	0 75
Hay.....	18 00	19 00
Cut Bran 2 1/2 lb. car.....	15 00	20 00
Wheat Middlings.....	18 00	20 00
White Middlings.....	23 00	24 00
Homing Chop.....	60 00	60 00
Cotton Seed Meal.....	24 50	25 00